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19 JUL 1952

Assistant Director for Research and Reports

Comments on questions on various topics

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1. During my recent conversations in [redacted] a number of questions came up which called for confirmation or comment. These were noted and since my return have been checked by our analysts. These questions and our comments follow.

a. Are there any motor transport production facilities in Tientsin, China?

(1) We accept as possibly true an article on "The Machine Industry of Tientsin" published in the Chinese periodical Chi-chieh Chih-tsoa, 15 July 1950, which states that of the 363 machine building plants in Tientsin equipped with heavy machinery, seven were engaged in producing "automobile parts and repairs". The Tientsin Automobile Assembly Plant, according to this article, is one of the four largest machinery plants in Tientsin. These four plants are affiliated with the North China Machine Building Enterprise and account for 900 machine tools or one-third of all the machine tools in Tientsin.

(2) A US Government study whose ultimate sources we do not know, reports that in 1945 the Nationalist Government took over a Tientsin plant of Japanese origin which was capable of manufacturing cars. In May 1946 the plant produced the first Chinese designed motor vehicle. This was a tricycle similar to the Japanese "Tahatze". It had a single cylinder air-cooled engine and 1,103 parts. The vehicle was well received. In 1947 production plans called for 3 units per day.

(3) On 22 September 1951, the Chinese newspaper Nan-fang Jih-pao published a story, which we accept as possibly true, reporting that two jeeps, the first to be built in any Chinese factory, were completed in the shops of the Tientsin Motor Car Factory. The jeeps, according to the story, had successfully passed tests and were to be shipped to Peiping as presents to Mao Tse-tung on the occasion of the national festival of 1 October 1951. This factory was said to have completed a touring car which was to be exhibited in the North China Urban-Rural Goods Exchange Exhibition scheduled in Peiping in the near future.

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b. What is the nature and extent of industrial development in the Lanchow area?

(1) Several reports we believe to be reliable in the aggregate indicate that the Communists have selected the Lanchow-Haining-Wuwei triangle for development as a special industrial area. Highways have been built between the cities and some 1,000 new branch roads connect factories and mines in the area. There are indications that Lanchow has been selected as possible co-capital of China should the Government find it necessary to leave Peking. The industrialization of the Northwest appears to be a hedge against possible loss of Manchuria in any future conflict.

(2) Unconfirmed information states that in September 1951, Russian engineers and planners arrived in Lanchow and divided the city into three parts — residential area, university and research area, and a heavy industry area.

(3) More than 20,000 men were reported to be employed in Lanchow construction by November 1951; construction in the residential area had been completed; work in the university area was to be completed in August 1952; and the industrial area construction was not expected to end before the end of 1952.

(4) Several 1951 unconfirmed reports indicate that the transfer of plants from Shanghai and North China to the Lanchow area had begun. Among the plants mentioned were a machine manufacturing plant, a pharmaceutical company, an arsenal, and a motor vehicle parts works.

(5) A report dated November 1951, which we consider possibly true, states that 30,000 coal miners, 20,000 iron miners, 3,500 chemical workers, 12,000 steel and iron workers, and 3,000 non-farrous metal workers were employed in the Lanchow area. Some 8,000 persons from Shanghai and Hankow were employed by a number of machinery factories. Other industrial enterprises mentioned were a heavy electrical equipment plant, an oil refinery, cement factories, and several arsenals.

c. What is the extent of Soviet technical aid to China industry?

(1) The number of Soviet advisors in China is frequently cited as 10,000. These are concentrated mostly in Manchuria, North China, and Sinkiang in the centers of the mining, manufacturing and metalworking industries. We consider this figure low, but we have no information to support a higher estimate.

(2) Information we consider reliable suggests that Russia is not sending its top-flight technical men to the Far East. Soviet engineers usually serve in an advisory capacity. Their suggestions however, are accepted as orders in most plants.

d. What is the nature and purpose of armour plating of small craft in Whampoa?

(1) The armouring of small wooden craft by the Communist in South China has been the subject of many reports, the earliest of which was received in 1950. While many of the reports have been rated of poor reliability, their cumulative effect has been to convince our analysts of their general accuracy.

(2) In the Whampoa area, the armouring operation is described as sheathing bows and sometimes the entire hulls of small wooden craft (25 to 75 deadweight tons) with steel plate .12 to .4 inches in thickness.

(3) Large numbers of motorized junks with steel-plated bows were reported to be used for patrol service in Whampoa and in the river between Whampoa and Canton. The vessels are said to be armed with machine guns and manned by Chinese soldiers.

(4) Gunboats stationed at Shengho and Hsmen (113-41, 22-49) were reported to have been used in October 1951 to transport supplies to the Democratic Republic of Vietminh.

(5) Unconfirmed information states that in December 1951 30 motorized junks were sent to Ch'iungchow Bay (110-21, 20-02) to form the First Navy Guerrilla Corps. This corps was said to consist of 210 Indochinese and 100 Chinese sailors, and its purpose was to raid the Indochina coast.

e. Can you confirm that the Cegielski plant in Posen, Poland, is building special military transport coaches for USSR at the rate of 500 per month; that these are shipped to Wroclaw, Poland, for interior finishing; and that 4,000 coaches have already been delivered?

(1) We have no information directly confirming such production in Poland. Poland, however, has the facilities and the know-how to produce military transport coaches. Our analysts feel that any report of such production could possibly be true for the following reasons:

(a) While the Cegielski plant is known largely as a locomotive producer, reliable reports indicate that 12 to 16 cars per month of the coach type were produced in the plant as late as 1949. There is some evidence that some of the Cegielski cars were finished at other plants. The current status of the plant and production is not known.

(b) The Pafawag plant in Wroclaw was reported (no confirmation) to have begun in October 1949, to produce troop transport cars for the USSR at the rate of one every two days. The cars seated 130 men and had an armored cupola at the center. Since Polish plans for 1952 call for construction of 16,000 freight cars and 400 passenger cars, the production of 500 military transport cars per month is considered well within Polish capabilities.

f. Can you confirm a report that Hungary has delivered a special train to USSR which has been accepted by USSR as a standard model for further production?

(1) Several sources confirm this report. The special train referred to appears to be the Diesel-electric train unit produced by the Budapest Ganz Works. The first order for these trains was placed about January 1, 1951. In September 1951, the plant was supposed to be working on the seventh train set.

(2) A description of the train appeared in the March 1952, issue of the magazine "Electrotechnika".

(a) The train consists of six coaches. The number 1 and 6 coaches are the motor coaches. These have 5 axles and a driver's control at each end. Coaches Nos. 2, 3, 4, and 5, are trailers and have 4 axles. Coach bodies and bogies are all welded; couplings and buffers are automatic.

(b) The power plant of the train consists of 4 engines; 2 of 600 hp each for motive power and 2 of 220 hp each for auxiliary services. Total power of train; 1640 hp.

(c) Weight of train with full load is 390 tons. Each motor coach has 2 driven axles, the total load of which is 76 tons. Normal speed is 105 km per hour; maximum speed on level grade with no wind is 125-130 km per hour.

(3) Two of the early trains were reported to be back in the shops in September 1951, for complete overhaul and repair of damage caused by rough handling by Russian railway operators.

/s/

ROBERT AMORY, JR.

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